









people. During the years he controlled the destinies of the Egyptian Sudan it is estimated that nearly three-fifths of its inhabitants perished through war and famine.

The Khalifa was naturally humane, while the Mahdi was naturally inhuman. In the terrible days of the famine, when bones were ground to powder, made into a sort of bread, and eaten with eagerness in Omdurman, the Khalifa showed no mercy, pity, or desire to relieve these terrible sufferings. He did not care a jot for any of the people except his Bagdadi, and he made sure that they were all well fed. He treated the white prisoners in his hands with great cruelty except a few whom he could make useful to him, and their enjoyment of his favour was spasmodic and uncertain.

Like the Mahdi, Abdullah wished to destroy even the recollection of the old regime, and the Egyptian government. This is the reason that they destroyed so many of the old towns which had attained some measure of prosperity under the Egyptians. Old Berber was deserted, and a new Berber was built by the Khalifa's command just north of the old town. This is the reason, and the only one, why by far the finest city in tropical East Africa was laid in ruins. It was

#### THE WORK OF THE KHALIFA.

He left hardly one stone upon another in Khartoum.

The Khalifa was only about 50 years old. He was a Bagdadi, with dark, coffee-coloured complexion, his face much marked by smallpox. He had a long and prominent nose and wore a short beard, according to the Moslem custom. When he helped conquer the country he was very thin, but of late years he had grown exceedingly stout, and his skin hung in folds under his eyes. He could never conceal his Bagdadi accent, and dialect in speaking Arabic. He was gifted by nature with tremendous energy and common sense, but he had no education whatever. He could not read or write, and for this reason he would never accept a written petition.

Both Father Othman and Sultan Pasha have told us that the Khalifa was intensely vain and proud, and quick tempered. He adhered very strictly to the prescribed forms of prayer, and insisted that the people should be humble and devout, though he himself of late years had lived in part the life of a voluptuary. But he did not permit any interference with affairs of state. He was a man of great activity and directed all important business in person. He also received the reports on the most trivial affairs and was always overwhelmed with business.—*Ex.*

#### A MISPRINT IN WORLD HISTORY.

THE "QUARTERLY" ON THE PEACE CONFERENCE.

A plea for an Anglo-German alliance appears in the *Quarterly Review* under the heading of "A Note on the Peace Conference." The writer seeks to promote his special line of a Dual Compact by belittling the Conference with its promise of the federation of the world, by aspersing its august initiator, and by imputing sinister designs to its promoters. He begins with these desecratory aspersions:—

All persons acquainted with the political position in Europe knew from the commencement that the Conference would end in nothing. The majority of the Governments which took part in it were dominated by a desire to paralyse Germany by some scheme of disarmament which would disorganise her army, and to injure England by weakening her commanding position at sea. Neither of these objects has been attained. The plan for establishing a Court of Arbitration, which was regarded as a practical scheme by some persons more enthusiastic than judicious or well informed, was rendered worthless by the amendment proposed by Germany, that reference to it should not be obligatory.

#### A FANCY PORTRAIT OF THE TSAR.

Having disposed of the Conference in this slap-dash style, the writer goes on to "blacken the character of the Tsar:—

His education was not calculated to form a board-minded and masculine character. . . . A tendency to retire more and more from general society, and to lead the secluded life of a private individual, has been steadily growing upon him since he ascended the throne. This has been developed of late and to the detriment of his most nearly in contact with him have been painfully struck with his extraordinary taciturnity. Other characteristics also, which have been for some generations hereditary in his family, seem to point to his belonging to that side of it of which Alexander I. and the Emperor Paul were striking representatives. A strange mixture of mysticism and cunning, of magnanimous sentiments and of tyrannical intentions, was apparent in both these sovereigns. A close study of Alexander I. may help us to understand Nicholas II. Alexander was a strange compound of contradictions. The contradictions observable in the character of Alexander are to be seen again in the present Emperor. Like his predecessor, he appears as the champion of suffering humanity; but, as Alexander trusted the savage Arakcheyev, so Nicholas maintains Poyedonostoff as Procurator-General of the Holy Synod—a persecutor who, for cold-blooded cruelty, fanaticism, and craft may be compared with the most sinister figures of the Spanish Inquisition. In April, 1897, Alexander I. made a solemn promise that he never would desert Prussia by the continued to resist Napoleon: in the following July he threw her over completely at Tilsit. Nicholas II., at the very moment when he asked Europe to disarm, was increasing his military force to a greater extent than any other Power. He makes great professions of a desire to benefit mankind, while treacherously and foot the ancient privileges of Finland, in order that the contingent hitherto furnished by the Grand Duchy to the Russian army may be increased fourfold.

Such contrasts are calculated to raise suspicions about Russian policy, which the character of many Russian officials is not likely to allay. This appears, indeed, to have affected the Tsar, whose natural cynicism has increased with growing knowledge of men and affairs.

#### THE MOTIVES OF RUSSIA.

The immediate occasion of the Peace Conference was, according to the reviewer, the demands for increased military expenditure made by the Russian War Minister and the difficulties raised by the Minister of Finance. Then, the writer proceeds:—

The Tsar then remembered some Consular reports and a book by M. Bloch on military expenditure. It seemed an opportune moment to formulate the idea expressed in the circular which the Russian Chancellor handed to the representatives of the Powers at St. Petersburg in August, 1898, and which proposed a general disarmament. The statements of St. Petersburg eagerly accepted the suggestion. Russia had certainly nothing to lose by it, and they calculated that the more vigorous of disarmament would embarrass foreign Governments. In particular, they expected that it might make it difficult for the English Government to obtain from the House of Commons the votes necessary for the maintenance and increase of the army. They had great hopes of the success of the similar plan, including the

British public, and in this they were not altogether disappointed. They even hoped to embarrass the German Government in its military estimates. In any event, it was plainly the interest of Russia to get breathing time, in order to escape her financial difficulties and to restore her credit. When this was done she could more easily than any other Power, resume her armaments.

#### NOTHING DONE!

As to diminishing the risk of war, the writer upbraids the Conference for not doing anything appreciable. He goes on:—

Professor Mommsen described it as "a misprint in Universal History" ("ein Druckfehler in der Weltgeschichte"), and rightly so, for things remain much as they were before it assembled. France, Germany, Russia, Italy, Austria, maintain their armies in their full strength, and have even added to them this year. Russia possesses the largest army in the world.

#### A MORE EXCELLENT WAY.

Having relieved himself of this pessimistic bile, the reviewer develops his plans for promoting peace. The best hope for peace will lie, he thinks, in the development of an enlightened public opinion in regard to international relations. "Here is once a complete commitment to democratic international policy:—

Democratic states are, on the one hand, exposed to the risks which arise from want of knowledge and foresight; on the other, they are liable to be carried away by sudden and uncontrollable gusts of passion. But in spite of these difficulties and dangers, inseparable from popular government, it is justifiable to believe that the force of public opinion, on the whole, makes even now, and will make more and more in favour of peace.

#### A STILL SHORTER CUT.

But "a surer and more immediately effective method of securing peace" would be, in the writer's judgment, the formation of an alliance between Germany and Great Britain. The writer declares that "it cannot be too widely known that it was he (the Kaiser) who took the first step to bring about a better understanding between England and Germany." The mutual advantages of such an alliance between the greatest navy and the greatest army in the world, the need each has of the other, their common desire for peace and for commercial expansion, etc., are then set forth. The effects of such an arrangement on our American relations are thus lightly touched:—

It would not be displeasing to any but the most bigoted Monarchists in the United States, for though it would doubtless strengthen us in handling Canada along with other colonial questions, it would preclude no aggressions in the Far East or the Pacific, while it would reconcile that element which, next to the Anglo-Saxon, contributes most to the wealth and the power of the Republic. *Review of Reviews.*

#### TO THE ABSENT-MINDED BRITON.

[Rudyard Kipling's new war poem, "The Absent-Minded Beggar," in which he makes an appeal for funds for Tommy Atkins's family, has been parodied by several American writers. One of the best of the parodies is the following:—]

When your absent-minded beggar has been punctured by a Boer,  
When you've finished killing Kruger with your guns,  
Will you kindly quit, or will you keep on fighting  
And fertilising earth with mothers' sons?

O absent-minded Englishmen, with weaknesses so great,  
You spend too much of precious time in fighting!

What's the good of always having things to  
"Wipe off from a slate?"

When Peace is sweet and War so bitter—  
blighting?

Coster's son—King's son—son of a hundred guns,  
—(Many thousand, horse and foot, eager for any fray),  
—Keep 'em at home for your credit's sake  
(let 'em look after their sons)  
And you'll need no poet imploring you  
to "pay—pay—pay!"

Just suppose he "married secret, asking no permission to,"  
Knowing well he wouldn't get it if he did;  
Suppose there's "coal and victuals and the house rent falling due."  
And suppose there is a rather likely kid!  
If the English warring weakness would let  
Tommy stay at home.

The Boer would and his family wouldn't miss him;  
But J. Bull is forever-causing Tommy A. to roam.  
So far away his own girl can not kiss him.

Lord's son—footman's son—son of a bully ear,  
Son of a gun from Pimlico—no matter what the lay—  
Keep him away from your wicked wars  
(let him look after his girl!)  
And there'll be no Rudyard's Kipling  
you to "pay—pay—pay!"

Those families by thousands who, too proud to beg or speak,  
Would chuck their stick and bedding up the spout  
And live on nothing, doubled, paid in cipher twice a week,  
Cause the man and wages both are ordered out.

Needn't have their pride so crippled, if the "country wouldn't call."  
So often for the man and always find him;  
And Tommy wouldn't have to chuck his job  
and leave it all.

And the happy future, once before, behind him  
Duke's job—Jew's job—baronet, sweep, or count,  
Stable, or palace, or butcher-shop—  
nons need go away.

Each can be home at work or play  
(drinking at pleasure's fount)  
And you'll pass no hat for this or that  
and "pay—pay—pay!"

Just manage, England, manage, when you look  
War in the face.  
To arbitrate—we know that you'll prefer—  
Save your temper and your empire, keeping  
Tommy in his place.

And be (not you and me!) will care for Her.  
We are absent-minded beggars, and we may forget that we  
Fight a wee bit, too, but England, dear, we prize you.

And we know that you'll be sensible and quickly, plainly see  
That we're competent to jolly well advise you.

Queen's home—prince's home—home of a cooermon,  
(Fifty million) and—  
Give up war, and—  
And have no Rudyard's Kipling you to "pay—pay—pay!"

JOE KERR in New York Herald.

#### CHARLES BERESFORD IN THE WAT.

Lord Charles Beresford has sent the following letter to a correspondent of the *Times* who drew his attention to the peace conference in a speech recently delivered by Lord Salisbury.

Dear Sir, I have your letter of the 24th of November, and I am glad to hear that you have been able to convey the sentiments of the Boers to the world. I should suggest that Sir Wilfrid Lawson's views are easily explainable by the fact that a man of peace has no knowledge of war. To offer terms of peace to the Boers as soon as Sir Redvers Buller's forces are all concentrated in South Africa would not likely be accepted, because after our previous generosity at Majuba (always misunderstood) the Boers would think such an offer was a sign of our weakness. If a small man, after violently insulting a big man, proceeds to hit the latter on the top of the nose, it is unusual for the big man to say, "Please make it up and don't let us quarrel." The effect of such conduct would probably be to make the small man think he could proceed in his aggression with impunity.

"The time to show magnanimity to the Boers is after we have taught them to respect the weight of the British arm, and erased from their minds the idea that Great Britain cannot be defeated by their subjects. I sympathise with Sir Wilfrid Lawson and all other peace-lovers. They mean well. But some curious defect causes them to think that their own countrymen are hoimly in the wrong to fight the Boers, while the Boers apparently are quite right in invading British territory and declaring war against us. The best course for all lovers of peace is to direct their "monster" petition to Presidents Kruger and Steyn instead of to Lord Salisbury, especially as the former may have a moderate idea as to what constitutes a "monster" petition.

"Lord Salisbury, I believe, has the country behind him in this war, and the country means to see it through. The issue was clearly put before the electors of Bow and Bromley and of Exeter, and the verdict passed was unmistakable.

Yours faithfully,  
"CHARLES BERESFORD."

#### WAR GEOGRAPHERS.

HOW THE TRANSVAAL BATTLEFIELDS WILL BE SURVEYED.

The detachment of Royal Engineers selected from the Ordnance Survey for service in the Transvaal campaign, and which left Southampton a few days ago, will on arrival at the Cape be divided into two columns. The first column, under the command of Major-General Buller, will be engaged in the several fighting columns.

The surveying sappers will be principally employed in exploring the area of operations, noting down the character of the roads, and whether they are available for artillery, examining the bridges as to stability, recording the situation and nature of streams, etc.

Each non-commissioned officer and man will be supplied with a mule, and his surveying instruments will consist of a prismatic compass and a sextant. The work will be carried on as near as possible to the line of skirmishes or outposts.

Observations having been carefully recorded, a map will be hurriedly drawn and completed so as to be in the hands of the staff, for the main body to be directed from its particulars.

Of late years the Ordnance Survey engineers have had considerable practice in this rapid form of field surveying, and the area of ground which they can carefully delineate in a few hours is really remarkable.

In the event of the Transvaal and Orange Free State coming directly under the British flag, and so requiring to be painted red on the Empire's map, the Ordnance Survey detachment of engineers will doubtless, before returning home, be engaged in such observations as may be deemed necessary by the Intelligence Department.—*Ex.*

#### KIPLING AND THE AUTOGRAPH HUNTERS.

A West Philadelphia girl, who is an enthusiastic autograph hunter, has recently added Rudyard Kipling to her collection at a cost of two dollars and a half (says the *Philadelphia Record*). From her experience it would seem that the English poet is not such an "absent-minded beggar" as he pictures Tommy Atkins to be. On the contrary, he believes in turning everything to a good account, and it is evident, from the fact, rather than a mere motive, that prompts him to place a valuation of two dollars and a half on every autograph he scribbles. It must not be inferred that he pockets the proceeds. "The West Philadelphia girl sent a modest request for an autograph, enclosing a stamped and addressed envelope, as is her custom. In reply she received a printed slip in brief that Mr. Kipling would be pleased to furnish his autograph upon payment of two dollars and a half to any charity which the collector might prefer, a receipt for which should immediately be sent to him. She donated the sum to the Children's Welfare Week Association, forwarded the receipt to Mr. Kipling, and the other day she received the autograph.

#### THE BRITISH ARMY.

The general annual return of the British army for the year 1898, inclusive, has just been issued as a blue book. The average strength of the army in England, Scotland, Ireland and abroad during 1898, was 221,000, of whom 122,825 were serving abroad. The average effective strength of each army was as follows: Household Cavalry, 1,305; Cavalry of the Line, 17,848; Horse Artillery, 3,669; Field Artillery, 14,932; Mountain Artillery, 1,383; Garrison Artillery, 18,226; Royal Engineers, 7,860; Foot Guards, 6,958; Infantry of the Line, 138,033; Colonial Corps, 6,312; Army Service Corps, 3,613; Army Ordnance Corps, 1,373; Royal Army Medical Corps, 2,855; Army Pay Corps, 580. The effective strength on January 7, 1899, was 231,851 of all ranks, consisting of 8,527 officers; 941 warrant officers; 14,709 sergeants; 3,527 trumpeters, drummers, and buglers; and 204,077 rank and file, the net increase of the non-commissioned officers and men during 1898 being 9,980.

The total number of courts-martial held during 1898 was 9,676 (5,463 at home and 4,213 abroad), the total number of offences for which the men were tried being 14,024, 8,276 at home and 5,748 abroad. Sentences were passed in 9,302 cases, and 184 prisoners were acquitted. As to nationality, 16,638 non-commissioned officers and men were English; 17,485 Scotch; 28,258 Irish; 10,015 were born in India or the colonies; 37 were foreigners and the country of birth of 1,580 was not reported. The total enlisted strength of the Army Reserve (class 1) was 78,799, and 1,302 of all ranks were waiting to complete the establishment; the number enrolled in "class II" was 41,700, the total number of all ranks in the militia was 174,529, and 14,700 in the Yeomanry. The total strength of the Army Reserve (class 1) was 78,799, and 1,302 of all ranks were waiting to complete the establishment; the number enrolled in "class II" was 41,700, the total number of all ranks in the militia was 174,529, and 14,700 in the Yeomanry. The total strength of the Army Reserve (class 1) was 78,799, and 1,302 of all ranks were waiting to complete the establishment; the number enrolled in "class II" was 41,700, the total number of all ranks in the militia was 174,529, and 14,700 in the Yeomanry.

#### THE GERMAN NAVY.

Telegraphing on 21st November, the Berlin correspondent of the *Times* says:—

The agitation in favour of a further increase in the German navy is being conducted with great energy under the auspices of the Navy League and kindred associations. One of the most active peripatetic advocates of the increase is the retired Vice-Admiral Werner, to whom the Emperor sent a telegram of thanks for an address which he delivered in Berlin on Monday. Admiral Werner's demands do not go so far as the semi-official seamen's clubs. He thinks that 31 battleships, only to meet the fleet of Russia and France, but also 10 in reserve, would be sufficient. It must be built in 10 years, according to Admiral Werner, that France has always to keep ten or twelve battleships in the Mediterranean, and that England, for political reasons, will always be under the necessity of dividing her naval strength. Moreover, the English fleet is in an unfavourable position inasmuch as they would have to meet a sudden German attack and might be taken at a disadvantage. "We could," said Admiral Werner, "select our own time and attack them with our whole sea power, with everything ready for action, with our crews fresh, our bunkers filled, and with our machinery perfect. The English, on the other hand, might have to face bad weather, and might therefore sustain damage to their machinery, while want of coal would soon compel them to send part of their ships home to take in fresh supplies."

I presume that Admiral Werner was here giving his conception of imaginary operations, consisting of an attempt on the part of a foreign Power to blockade or attack German ports, while the German fleet adopted the military offensive in order to repel this attack. In another portion of his address Admiral Werner, who, by the way, chose as his text the Emperor's dictum, "Our Future is on the Water," declared that "England's superior fleet could paralyse our trans-oceanic trade, and our imports and exports it could stop our factories, bring starvation upon thousands of our working people, and menace our coast. . . . England, France, Russia, the United States of America, and Japan have made such exertions that Germany, which takes the second place in the trade of the world, would now only be reckoned sixth among the naval Powers." Admiral Werner thought that three complete German squadrons ought to be ready by 1910. In addition to this, submarine cables of her own ought to be laid by Germany, and numerous coaling stations would be requisite. Just as the Austro-Serbian war had shown that "the world is thus saved Greece from destruction at the hands of the Persians, so the cry ought now to reach throughout Germany, "Build battleships."

#### SHIPPING REPORTS.

Captain Almond, of the steamship *Diamante*, from Manila, reports:—Fine clear weather; N. to N.E. wind.

Captain Jackson, of the steamship *Loo So*, from Bangkok, reports:—Experienced moderate S.E. and E.N.E. winds and fine weather throughout.

Captain Offlent, of the steamship *Catherine Apcar*, from Calcutta, reports:—Exceptional clear and clear weather, and smooth sea for the season, between Lat. 1° N. and 16° N. moderate northerly breeze from 16° N.; to port, encountered moderate N.E. wind and partially overcast, slight N.E. swell.

#### NOTANDA.

##### CALENDAR.

Metorological means based on fifteen years' observations to 1898.

Barometer	30.181
Thermometer	62.4
Humidity	64
Rainfall	0.085

##### TO-DAY.

WEATHER REPORT.  
On date at 10 a.m. date at 4 p.m.

Barometer	30.11	29.99
Temperature	68	67
Humidity	74	74
Rainfall	—	—

##### TO-DAY.

Saturday, 30th December, 1899.

Chinese—28th of 11th moon of 25th year of Kwang-shi.

Sun—Rises . . . . . 6hr. 37min.

Set . . . . . 5hr. 21min.

High water—Morning . . . . . 3hr. 21min.

Afternoon . . . . . 6hr. 33min.

Low water—Morning . . . . . 1hr. 48min.

Morning . . . . . 1hr. 53min.

##### ANNIVERSARIES.

1852—Pegu annexed.

1854—All slaves of the Portuguese Crown declared free.

1874—Prince Alfonso proclaimed King of Spain.

1880—Grand Naval Review at Tsinghsatui.

1893—Grand Concert at Government Civil Hospital.

1896—Dr. Algal shot at Manila for complicity in the rebellion.

##### TO-MORROW.

Sunday, 31st December, 1899.

Chinese—29th of 11th moon of 25th year of Kwang-shi.

Sun—Rises . . . . . 6hr. 37min.

Set . . . . . 5hr. 21min.

High water—Morning . . . . . 3hr. 21min.

Afternoon . . . . . 6hr. 33min.

Low water—Morning . . . . . 1hr. 48min.

Morning . . . . . 1hr. 53min.

##### ANNIVERSARIES.

St. Silvester.

1862—The town clock first started to usher in 1863.

1870—Lord W. H. Bentinck died.

Monday, 1st January, 1900.

Chinese—1st of 12th moon of 25th year of Kwang-shi.

Sun—Rises . . . . . 6hr. 37min.

Set . . . . . 5hr. 21min.

High water—Morning . . . . . 3hr. 21min.

Afternoon . . . . . 6hr. 33min.

Low water—Morning . . . . . 1hr. 48min.

Morning . . . . . 1hr. 53min.

#### AGENDA.

##### TO-DAY.

9 p.m. Miss Miranda's Nymphs and Kinematograph. Entertainment at St. Andrew's Hall. Cargo ex *Bengalee* subject to rent.

##### TO-MORROW.

St. John's Cathedral—Communion, 7 a.m. Mass, 11 a.m. Evensong, 5.45 p.m. Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Union Church—Services, 11 a.m. and 6 p.m. Morning Service, 11 a.m.

St. Francis Church, Vanchai—Mass (Chin.), 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Seamen's Church—11 a.m. and 4.30 p.m.

##### NONDAY, 1st.

Bank holiday. Athletic sports in Quarry Bay. Cargo ex *Hilachi* subject to rent.

##### TUESDAY, 2nd.

4-6 p.m.—H.E. Lady Blake "At Home," at Government House.

9 p.m.—Concert by T. G. Star at Theatre Royal.

##### WEDNESDAY, 3rd.

3 p.m.—Auction sale of Island Lot 1,574, Jardine's Bazaar, East Point, at P.W.D. offices.

Noon—T. K. K. steamer *Nippon Maru* leaves for San Francisco.

Shevlin Tones & Co.'s steamer *Atama* leaves for New York, via Suez Canal.

##### THURSDAY, 4th.

Indo-China steamer *Kunming* leaves for Singapore, Penang and Calcutta.

##### FRIDAY, 5th.

Cargo ex *Karlruhe* subject to rent.

##### SATURDAY, 6th.

Noon—P. & O. steamer *Paramatta* leaves, for London, mails, for London.

N. P. R. steamer *Saint Irene* leaves for Victoria B.C. and Tacoma.

9 p.m.—Concert at City Hall in aid of the South African Fund.

#### SHIPPING AND MAIL NEWS.

##### MAILS DUE.

Australian (*Tsiman*) to-morrow.

French (*Sacrie*) to-morrow.



## Intimations.

**PETER SY'S WONDERFUL SPECIFIC.**  
The only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION  
of the BOWELS.  
Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale  
by  
THE PETER SY'S COMPANY,  
(Proprietors and Sole Manufacturers),  
9, Old China Street,  
Shanghai.

12th October, 1898.

[1242]

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PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,**  
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**"CLAYMORE"**

**FINE OLD SCOTCH WHISKY.**

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HONGKONG.

1247a]

UNTOUCHED BY HAND.

**MELLIN'S  
FOOD**

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## Entertainments.

**THEATRE ROYAL,  
CITY HALL.**

TUESDAY, the 2nd January, 1900.

GRAND CONCERT.

UNDER the distinguished Patronage of  
His Excellency  
SIR HENRY A. BLAKE, G.C.M.G.

**TOURNEE G. STAR  
(OPERATIC AND COMEDY VOCALIST  
COMPANY).**

Part of the Profits will be handed to the TRANSVAAL FUND.

PRICES AS USUAL.

Reserved Seats may be booked at the  
ROBINSON PIANO CO.  
Hongkong, 29th December, 1899. [1621a]

**THEATRE ROYAL,  
CITY HALL.**

**GRAND ENTERTAINMENT**  
will be given on  
SATURDAY, the 6th January, 1900,  
in the  
THEATRE ROYAL,  
at 9 P.M.

In Aid of the  
**SOUTH AFRICAN FUND,**  
Under the Patronage of  
H.E. SIR HENRY & LADY BLAKE,  
H.E. Major-General & Mrs. GASCOIGNE,  
Commodore & Mrs. POWELL,  
and all the  
Leading Citizens.

The Booking Office at CITY HALL will be  
OPEN on WEDNESDAY, the 27th December,  
at 10 A.M. Admission 5s all over the House.

The ENTERTAINMENT will be repeated on  
WEDNESDAY, the 10th January, 1900, at 3 P.M.  
Admission 5s, to Dress Circle, 5s, to Pit,  
Soldiers, Sailors, Police and Volunteers in  
Uniform Half-price.  
Hongkong, 22nd December, 1899.

## Auction.

**GOVERNMENT NOTIFICATION,  
No. 716.**

THE following Particulars of Sale of Crown  
Land by Public Auction, to be held at the  
Offices of the Public Works Department, on  
WEDNESDAY,  
the 3rd day of January, 1900, at 3 P.M.,  
are published for general information.  
By Command.

J. H. STEWART, LOCKHART,  
Colonial Secretary,  
Colonial Secretary's Office,  
Hongkong, 16th December, 1899. [1609a]

Particulars of the letting by Public Auction  
Sale, to be held on Wednesday, the 3rd day of  
January, 1900, at 2 P.M., at the Offices of  
the Public Works Department, by Order of  
His Excellency the Governor, of One Lot of  
CROWN LAND, at Jardine's Bazaar, East Point,  
in the Colony of Hongkong, for a term of 75  
Years, with the option of renewal at a CROWN  
RENT to be fixed by the Surveyor of Her  
Majesty the QUEEN, for one further term of  
75 years.

**PARTICULARS OF THE LOT.**

LOCALITY.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Estimated Rent.	Deposited Price.
Jardine's Bazaar, East Point.	60 ft. by 100 ft.	0.0139	£ 10	£ 10

## Insurances.

**NEW  
YEAR'S  
RESOLUTIONS.**

I WILL not delay and put off my duty any longer.

I WILL make provision for the future of my wife and children in case of my death.

I WILL not let them carry any longer the risk on my life when a great Society will take the risk away.

I WILL commence at once to make some provision for my own old age by laying by a sum of money every year to accumulate.

I WILL take an Endowment policy of life assurance, for that will at once create an estate for my family, or will help provide for my own mature years.

I WILL take my policy in the Equitable, because it always pays the promptest, and because it is the safest, having, by millions sterling, the largest surplus of any assurance company in the world.

TO EFFECT assurance apply to the "Equitable's" Hongkong Office.

Hongkong, 27th December, 1899. [1611a]

**NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,  
Hongkong, 28th May, 1895. [18]

## For Sale.

FOR SALE.

**STOCKBROKERS' TELEGRAM CODE,  
Cloth: 492 pp.—550: Postage Extra.**

"CODE,"  
c/o Office of This Paper.  
Hongkong, 25th November, 1899. [1488a]

## Mails.

**PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.**

**HOMEWARD PASSENGER SEASON,  
1900.**

NOTICE.

THE Undermentioned Vessels will sail from  
CHINA DIRECT  
FOR  
MARSEILLES, PLYMOUTH  
LONDON.

WITHOUT TRANSSHIPMENT.

**LEAVE.**

**STEAMERS.**

**Tons.**

**S'hai.**

**H'kong.**

**S'pore.**

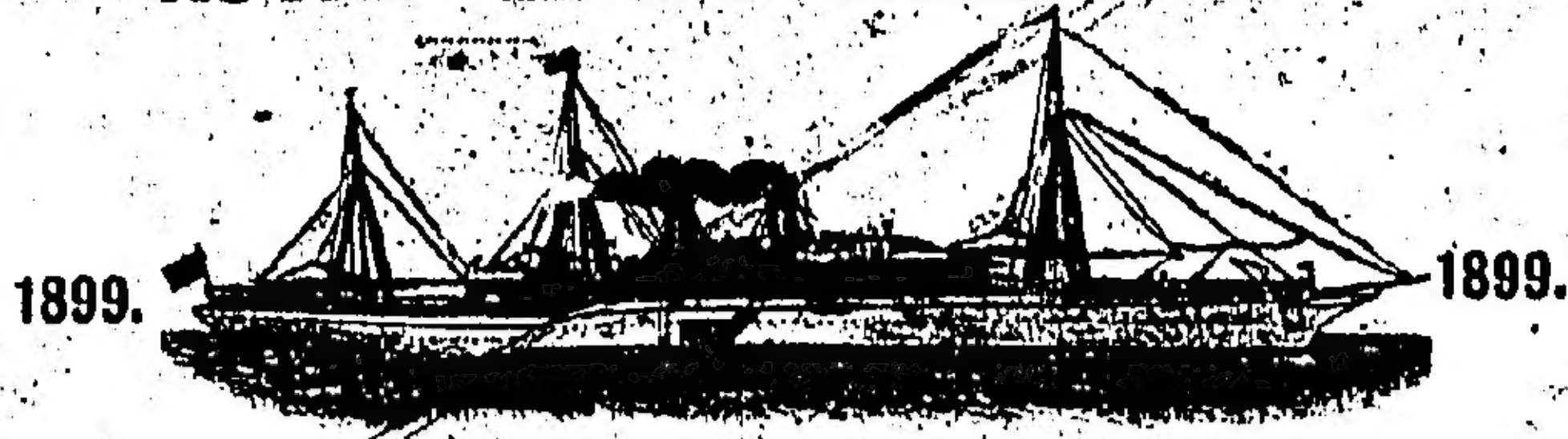
**Paranatta.** 4886 Mar. 27 Mar. 31 April 5

**Masilia.** 5026 April 10 April 14 April 20

For Freight or Passage, apply to  
H. A. RITCHIE,  
Superintendent, Hongkong,  
4th December, 1899.

## Mails.

**CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.**



**SAFETY. SPEED. PUNCTUALITY.**  
THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

**PROPOSED SAILINGS FROM HONGKONG.**  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th Feb., 1900.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th Mar., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

**SPECIAL RATES** (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Paddis Street.

Hongkong, 20th December, 1899.



**THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

**STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.**  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.)

**THE Steamship**  
"PARRAMATTA,"  
Captain A. Symons, R.N.R., carrying Her  
Majesty's Mails, will be despatched from this  
for BOMBAY, &c., on SATURDAY, the 6th  
January, 1900, at Noon, taking Passengers and  
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay with Transhipment.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 23rd December, 1899. [16]

**OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.**

**TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE.**

**THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.**

**VIA INLAND SEA OF JAPAN AND  
HONOLULU.**

**PROPOSED SAILINGS FROM HONGKONG.**  
Copile (via Shanghai) Saturday, 23rd Jan.,  
Nagasaki, Kobe, Inland Sea, Yokohama  
and Honolulu) 1900, at Noon.

Gaile (via Shanghai) Tuesday, 13th Feb.,  
Nagasaki, Kobe, Inland Sea, Yokohama  
and Honolulu) 1900, at Noon.

Doric (via Shanghai) Saturday, 10th Mar.,  
Nagasaki, Kobe, Inland Sea, Yokohama  
and Honolulu) 1900, at Noon.

THE Company's Steamship

"COITIC"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA & HONOLULU,  
on SATURDAY, the 20th January, 1900, at  
Noon.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities  
of the United States or Canada. Rates, and  
particulars of the various Routes may be ob-  
tained upon application.

Special rates (First-class only) are granted  
to Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Passengers who have paid full fare, re-em-  
barking at San Francisco for China or Japan  
(or vice versa) within one year, will be allowed  
a discount of 10 per cent. This allowance does  
not apply to through fares for China and Japan  
to Europe.

All PARCEL Packages should be marked to  
address in full; and same will be received at  
the Company's Office until 5 P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be presented to the Company's  
Office, addressed to the Collector of Customs, San Francisco.

For further information, apply to  
H. A. RITCHIE,  
Superintendent, Hongkong,  
4th December, 1899.

**NORTHERN PACIFIC  
STEAMSHIP COMPANIES.**

**VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.**

**PROPOSED SAILINGS FROM  
HONGKONG.**

**FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO**

**Saint Irene**..... 3,877 | W. Attree... | Jan. 6.  
**City of Dublin**..... 3,328 | J. R. Roe... | Jan. 12.  
**Discomshire**..... 3,567 | G. E. Elliott | Jan. 20.

Also  
**FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVI-  
GATION COMPANY.**

**Abergeldie**..... 3,777 | J. Murray... | Jan. 27.

THE attention of Passengers is directed to  
the very cheap rates offered by the Line,  
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-  
bles. DOCTOR AND STEWARDESS carried.

**HONGKONG TO NEW YORK £41.**  
The Railroad travelling is second to none  
on the American Continent. Magnificent Scenery  
of the ROCKY AND CASCADE MOUNTAINS.  
The YELLOWSTONE NATIONAL PARK route.  
Passengers to EUROPE may proceed by one of  
the first class ATLANTIC MAIL LINES.

**HONGKONG TO TACOMA £28.**  
Rates of Passage to other Points on application.  
Special rates allowed to members of Govern-  
ment Services.

Through Bills of Lading issued to Pacific  
Coast Points, and to Canadian and United  
States Ports.

Consular Invoices of Goods for United States  
Points should be in quadruplicate; one  
copy must be sent forward by the steamer to  
the Freight Agent, Tacoma, Wash., or Port-  
land, Or. (whichever may be the destination of  
the Steamer).

Parcels must be sent to our Office (with  
address marked in full) by 5 P.M., on the day  
previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 23rd December, 1899. [14]

**CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.**

**IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.**

**PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.**

Taking Cargo and Passengers to JAPAN PORTS,  
HONOLULU and SAN FRANCISCO, The  
UNITED STATES, MEXICO, CENTRAL and  
SOUTH AMERICA, &c.

**Strathgyle**..... 5,023 | about | Jan. 7.  
**Carlisle City**..... 3,002 | about | Jan. 15.  
**Belgian King**..... 3,379 | about | Jan. 20.  
**Carmanthshire**..... 2,929 | about | Jan. 31.

THE Steamship

"STRATHGYLE"  
will be despatched for SAN DIEGO VIA  
KOBE, YOKOHAMA & HONOLULU,  
on SUNDAY, the 7th January, 1900.

Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

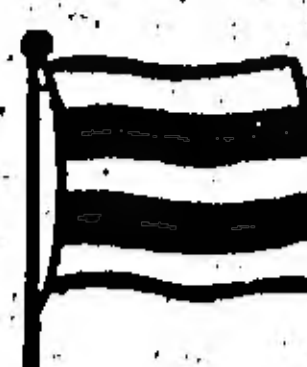
Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be presented to the Company's  
Office, addressed to the Collector of Customs, San Francisco.

For further information, apply to  
J. S. VAN BUREN, Agent,  
Hongkong, 23rd December, 1899. [13]

## Mails.

**NIPPON YUSEN KAISHA.**

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

**STEAMER.** **DESTINATION.** **SAILING DATE.**  
INABA MARU..... MARSEILLES, LONDON & ANT-  
WERP, VIA SINGAPORE, PENANG, SUNDAY, 14th January, at  
W. Bainbridge..... COLOMBO and PORT SAID.....

For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 27th December, 1899.

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**NORDEUTSCHER  
LLOYD.**

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,  
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE ADRIATIC, IONIAN, &c.,  
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

**PROPOSED SAILINGS FROM HONGKONG.**

SUBJECT TO ALTERATION.

**STEAMERS.** **DESTINATIONS.** **SAILING DATES.**  
AMBRIA..... HAVRE and HAMBURG. 12th January. Freight.  
Bismarck..... (LONDON with transhipment in HAMBURG) About 22nd January. Freight and  
\*SARNIA..... HAVRE and HAMBURG. About 31st January. Passage.  
Fuchs..... (LONDON with transhipment in HAMBURG) About 31st January. Freight and  
\*SILESIA..... MARSEILLES, HAVRE & HAMBURG. About 5th February. Passage.  
Behrens..... (LONDON with transhipment in HAMBURG) About 5th February. Freight.  
WITTENBERG..... HAVRE and HAMBURG. About 10th February. Freight.  
Madsen..... (LONDON with transhipment in HAMBURG) About 10th February. Freight.  
HOLSATIA..... HAVRE and HAMBURG. About 10th February. Freight.  
Bahle..... (LONDON with transhipment in HAMBURG) About 10th February. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

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CARLOWITZ &amp; Co.,

Agents.

**TOYO KISEN KAISHA.**

**TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.**

**PROPOSED SAILINGS FROM HONGKONG.**  
NIPPON MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu)..... Wednesday, 3rd Jan.,  
1900, at Noon.

AMERICA MARU (via  
Shanghai, Nagasaki,  
Kobe, Inland Sea,  
Yokohama & Hono-  
lulu)..... Saturday, 27th Jan.,  
1900, at Noon.

HONGKONG MARU  
(via Shanghai, Naga-  
saki, Kobe, Inland  
Sea, Yokohama and  
Honolulu)..... Thursday, 22nd Feb.,  
1900, at Noon.

THE Steamship

"NIPPON MARU"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU,  
on WEDNESDAY, the 3rd January, 1900, at Noon,  
taking Freight and Passengers for Japan,  
the United States, and Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at HONO-  
LULU, and Passengers are allowed to break  
their journey at any point en route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-Atlantic  
lines of steamers, and to the principal cities of  
the United States or Canada. Rates may be ob-  
tained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and NORTHERN PACIFIC RAILWAYS; also the  
CANADIAN PACIFIC RAILWAY on payment of  
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND  
CITIES in the United States have between  
San Francisco and Chicago, the option of the  
SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Railways and from  
Chicago to destination the choice of direct  
lines.

Particulars of the various routes can be had  
on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
Officials in the service of China and Japan, and  
to Government officials and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and inland Cities  
of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Freight will be received on board until 4  
P.M. the day previous to sailing. Parcel  
Packages will be received at Office until 5 P.M.  
same day. All Parcel Packages should be  
marked to address in full; value of same is  
required.

Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be presented to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
Queens Building.

J. S. VAN BUREN, Agent,  
Hongkong, 27th December, 1899. [13]

**U.S. MAIL LINE.**

**PACIFIC MAIL STEAMSHIP CO.**

**VIA INLAND SEA OF JAPAN AND  
HONOLULU.**



A black and white photograph showing a large crowd of people gathered in a field at night. The crowd is silhouetted against a bright, possibly moonlit, sky. On the right side of the image, a large, dark tent is visible. The overall scene suggests a large-scale outdoor event or gathering.

[illegible]



